

HUDSON RACING TEAM Has Victorious Season

"No team of racing cars has ever shown such a record for consistency as the Hudson, which has just ended a record-making season on the speedway. A dearth of speedway events has compelled the team to withdraw for the balance of the year," says L. L. Hains, Manager OGDEN MOTOR CAR CO., at 2331-2335 Hudson Avenue.

"The action was a disappointment to many motor enthusiasts, for the Hudson was foremost of the teams engaged on the speedway and in its short but brilliant campaign decisively established its title as champion of the American speedway.

"In one event American speedway records for 150 and 200 miles were established at an average of 104 miles an hour.

"Track records were established at Chicago, Cincinnati and Omaha. The fastest time ever recorded at Tacoma and Minneapolis was made by the Super-Six Special, and claims for track records will be considered by the American Automobile Association.

"Here is the unmatched record of the Hudson Super-Six Specials in this year's nine championship races, held at Cincinnati, Chicago, Omaha, Tacoma, Uniontown and Minneapolis.

"Twenty-two entries were made. All save one finished within the money; an accident forced that one car out.

"Hudson Specials won firsts in four events; second in six; third in two; fourth in three; fifth in three; and sixth, seventh and eighth in one each.

"Speedway racing has done much to develop the motor car, revealing weaknesses of construction and teaching engineers wherein certain faults can be corrected. It was through building race cars that the foreign makers reached their high workmanship on motors. Not until the Hudson Super-Six went on the speedway this year has any car of purely American design succeeded in winning speed honors.

"These records are made only to indicate what you may expect from a Hudson Super-Six. You don't want a racing car. The car you buy isn't suitable for racing. It is made suitable for the kind of service you want. That service means endurance—the kind that does not call for frequent adjustments, repairs and overhauling. It is the kind of car that you can use day after day and month after month with a reliance as to its performance that increases only as you continue its use.

Just now Hudsons cost less for Hudson prices have not yet advanced this year.

JUDGE HOWELL IN THE ARMY SERVICE

Having received official notification of his appointment as judge advocate with the rank of major, Judge J. A.

Howell is arranging his affairs to enter the army service. A message yesterday from P. M. McCain, adjutant general, informed Judge Howell of his call to the service, and he was requested to wire his acceptance without delay, which he did.

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UTAH AUTO STORAGE MODERN MACHINE SHOP

In a very short time the new machine shop of the Utah Auto Storage company at 2324 Washington avenue, telephone 84, will be finished and a complete mechanical equipment installed. The proprietors of the popular storage place state that the very best of machinery will be placed in the shop and everything will be made modern in every respect. The annex, which will be used for the mechanical work of the garage, will be fifty feet square, the storage room proper having a capacity of 175 cars, all of which will be given the best of care.

The company has employed F. J. Baltz as machinist. He was formerly associated with the Cadillac Auto company of Ogden and came from Colorado to Ogden. He is an expert in auto mechanical work and is familiar with all makes of cars in detail. There is not a part in a machine that Mr. Baltz does not understand, and he knows just what to do to repair an auto. He has had a long experience in the mechanical departments of large garages and is considered one of the most efficient men of the country.

A SERVICE SHOP FOR NOBLITT COMPANY

The Noblitt Motor Car company has leased the garage occupied by the Wotherspoon & Jost company at 2304 Washington avenue and will use it as a KisselKar, Allen and Hupmobile service shop.

Hugh Bemenderfer has been engaged as machinist to give special attention to all cars coming under his care. Mr. Bemenderfer was formerly associated with the Cheesman Auto company and he is said to be an expert mechanic, familiar with the mechanism of all cars. Manager Noblitt states that his service shop will be made modern in all respects.

ARMLESS AUTO DRIVER F. E. FITHEN SUCCEEDS

Frank E. Fithen hasn't any arms. They were cut off near the shoulder in boyhood. Yet, with this handicap, Fithen has driven a motor car himself for several years and during the last three years has covered more than 115,000 miles in an Oakland roadster.

It's to the Oakland that Fithen gives credit for the ease with which he is able to drive. Aside from a specially constructed steering wheel, which has rings into which he can place the stubs of arms that move left and right, there is no special equipment on his car. He shifts gears with his feet and he can change a wheel in only a few minutes longer time than the average motorist.

Practically no fair or carnival of any size has been held in the country since 1913 that Fithen has not attended and showed thousands how he can drive his automobile. Once or twice he has even entered speed contests but he realizes his limitations and does not often attempt to race.

"In the three years I have driven my Oakland," said Fithen the other day, "I have never hesitated to start for any place. To a man like myself it's a big tribute to any car to have no fear in driving the desert lands of the far west where stops are hundreds of miles apart and where a breakdown might mean hardship."

In his travels over the country, he has met nearly every Oakland dealer. Mr. M. B. Taylor, local dealer for Oakland cars knows him. "Fithen has the widest acquaintance imaginable," said Mr. Taylor. "He is well known here and all over the country. Traffic officers recognize him as a motorist. We are always glad to have him come because he is an enthusiastic Oakland supporter and certainly, with his infirmity, he is in a position to know a true motor car value."

The roadster he drives is six-cylinder. He carries a trunk with his belongings on the rear of the car and he drives anywhere and everywhere. In three years he has shipped it only twice, once was across Lake Michigan and once was in Texas where mud delayed him and he had an engagement to fill at a fair. Several times he has driven through where other motorists were shipping. Of course, Fithen travels slowly. He never drives at night if he can help it and he figures on taking his time. Fithen never takes a chance, he says.

JUSTICE SPEEDED UP FOR FARMER

Arraigned in municipal court, remanded to the district court, tried and sentenced, was the record yesterday in the desertion case of Vern F. Williams. Anxious to get back to his crops in Idaho, he waived the preliminary hearing in the city court. He was taken before Judge A. E. Pratt in district court, where he pleaded guilty to the charge of failure to provide for a minor child. He agreed to waive time for a hearing and also the right to counsel, if the court would only hurry the case.

An order was made by the court that he pay the amount of \$15 per month for the support of the child, the money to be paid to the county treasurer on the first of each month, and a bond given for good faith.

The defendant paid \$180, a year's advance payment, and was allowed his freedom. The case was held called at 5:10 and was over in less than thirty minutes, the district attorney and the judge agreeing to the late session that Williams might return to his farm, where he was badly needed at this time of the season.

DRIVERS CELEBRATE THEIR FIFTY-NINTH ANNIVERSARY

On Thursday afternoon Mr. and Mrs. William Driver celebrated their fifty-ninth wedding anniversary at their home on Jefferson avenue with a number of their family and friends.

Mr. and Mrs. Driver were among the early pioneers of Utah and took an active part in building up this commonwealth. Mr. Driver will be remembered as the pioneer druggist of Ogden and also as having held many prominent positions in both state and city governmental affairs.

After enjoying an old-style "English" dinner, those present spent the afternoon and evening in reminiscences of olden days. Among those present were Mr. and Mrs. A. T. Wright, Joseph F. Burton, J. W. F. Volker, W. B. Pearson, J. W. Reeve, Dr. and Mrs. John Driver, Mrs. John A. Boyle, Mrs. Collins Cannon, Mrs. George Robertson and Howard Burton.

Mr. Driver is enjoying remarkably good health for one 51 years of age.

RAILROADS DOING THEIR FULL PART

The railroads of the country have become the magical seven-league boots with which Uncle Sam is striding to victory, according to Gerald P. Beaumont, associate editor of the Southern Pacific's bureau of news at San Francisco.

Beaumont reached Ogden yesterday afternoon as his first port of call on a flying trip through the west in the interests of seeing that the public was made acquainted with what the railroads' war board is doing.

"The transportation companies of this country," said Beaumont, "are literally moving heaven and earth in their efforts to give a maximum of service. They were the very first to mobilize for the defense of the nation, and they are in the trenches right now, fighting for all they are worth. When things have quieted down a bit and we are able to look at these stirring times with the proper perspective the public will learn just what an important part the railroads played."

"When the railroad presidents met in Washington last April and agreed to merge all the roads of the country into one vast continental system for the period of the war, they cut at one stroke the Gordian knot which confronted them, and rose to the occasion with true American genius and patriotism."

"With the railroads' war board operating all the roads without regard to competitive lines or selfish interests, the greatest car shortage in the history of the country was reduced 70,000 cars in sixty days; the gospel of heavier loading and prompter dispatching was preached in every city and hamlet; 104,000 cars are being handed the government for use in supplying mobilization points; 15 per cent more freight service is being given over last year with no more equipment; 105,000 cars are being shot around the country as needed without regard to who owns them; and high-salaried transportation experts are being paid by the railroads themselves to remain at every mobilization point for the full period of the war and give the government their services free."

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pers, regulatory bodies and the public, that there is not likely to be any inconvenience to the general public while this tremendous burden is being carried by the railroads. Certainly there will be no interference with actual passenger needs."

TO DISCUSS PEACE

LONDON, Aug. 18.—Pope Benedict's peace proposals and the general political situation will be discussed by the main committee of the German reichstag when it is reconvened August 21, according to a Berlin dispatch transmitted through Copenhagen to the Exchange Telegraph company.

STRIKE IMPENDING ON BRITISH ROADS

LONDON, Aug. 18.—There is considerable danger of an immediate

strike involving about half the engineers and firemen employed on British railroads. The main point at issue is the recognition of the principle of an eight-hour day, although the demand does not necessarily include making the principle effective during the war. The men concerned number about 40,000.

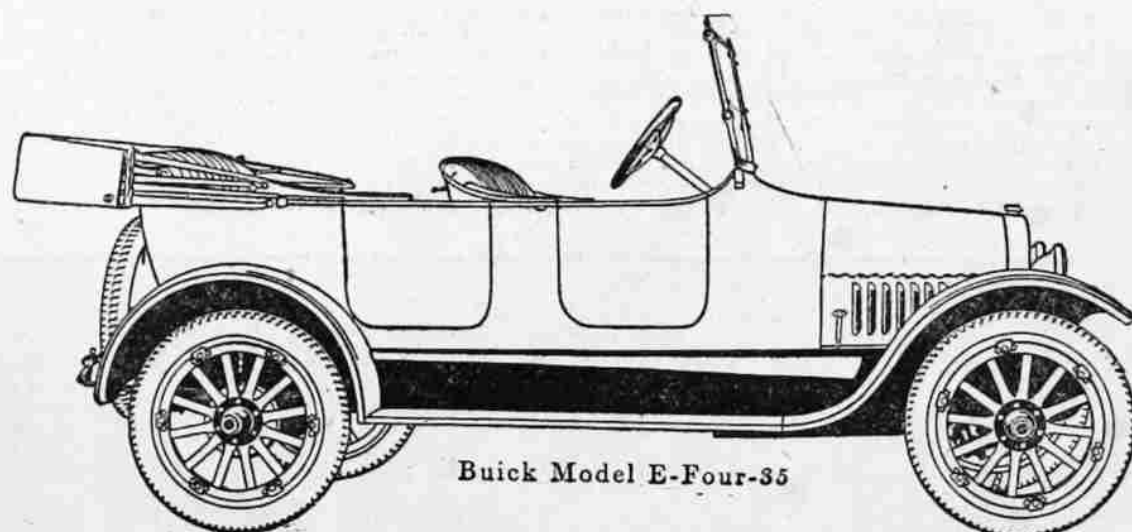
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